

The Evolution of Bitter Springs – Fort Irwin California



Historical Review

By

Neil C. Morrison
Museum Director
NTC & 11TH ACR Museum

THE EVOLUTION OF **BITTER SPRINGS - FORT IRWIN**

FIRST INHABITANTS

This region is rich with anthropological history dating back, according to some archaeologists, over 15,000 years ago, when the Native Americans inhabited this area around Ice Age (Pleistocene) lakes and river areas. Vegetation and animal life was abundant. Stone flakes caused by percussion produced cores that littered the camps. Atlatl points (throwing spear tips), arrowheads, stone tools, sleeping circles, split-twigg animal figures and rock art (mostly petroglyphs) still remain as evidences of their existence. But the actual meanings behind the rock art, still remains unclear.

The real mystery is exactly what happened to these early indigenous people, who like the Anasazi (the ancient ones), disappeared. Theories are that as the water sources dried up and rivers became seasonal, Ice Age mammoths, ground sloths, camels and horses became extinct, and pines, oaks and elderberries retreated to the higher mountains.

Nomadic tribes continued to pass through the Mojave River region with some Uto-Aztecan settling around the waterholes of the desert like Aqua de Tomaso (Bitter Springs) on present day Fort Irwin.

The Uto-Aztecan language group of Native Americans lived in the middle of the Mojave Desert. They were referred to by European travelers as Beneme, Vanyume, Paiute (Pah-Utah, Pai-Ute, Piute) and Serrano. They lived along the Mojave River from the San Bernardino Mountains to Afton Canyon. North of the Mojave River were the Numic Branches of the Uto-Aztecan language group called Paiute, Northern Paiute, Owens Valley Paiute, Koso, Panamints and Shoshoni. Most European/Americans referred to these groups of people as "Paiute" and did not distinguish between bands/tribes.

FIRST FOREIGNERS

The first recorded contact with the local Native Americans was through Father Francisco Garces, a Spaniard, as he traveled the Mojave Indian Trail in 1796 while exploring what was being called "New Spain". Father Garces noted the current (activity) campsites and several older abandoned camps belonging to the Anasazi. He followed the migration/trade routes of the Paiuti, which belonged to the Uto-Aztecan language grouping in the Vanyume region. He noted on his map, Aqua de Tomoso "Water of Thomas" in honor of Thomas, one of his guides. Father Garces made no indication to its taste.

Today we call the site, Bitter Springs due to the alkaline in the soil and water.

NOTE: A walking path made by humans would generally be 12"-14" wide and would travel the path of least resistance as possible from water source to water source.

FIRST AMERICAN **Jedediah Smith, Mountain man**

Jedediah Smith was a mountain man who traveled in search of new fur trapping sources. He was an early explorer always in search of "what might be on the other side of the mountain". After Smith's return from what was known as Mexico (California) back into what was known as New Mexico (Nevada), more pioneers passed through this region traveling the Old Spanish Trail as it was being called, between Santa Fe (New Mexico) and Pueblo de los Angeles (Los Angeles, California). He stopped in 1826 and again in 1827, at Agua de Tomoso (Bitter Springs) because it was a necessary water source in spite of its bitter taste.

FIRST MILITARY PRESENCE **"Chaining the High Desert"**

Brevet Captain John C. Fremont of the Corps of Topographical Engineers with his guide, a long time friend, Kit Carson (Scout) traveled this region from 1843-44. They were sent by the American Government to survey the migration/trade routes of the local Indians. Also they were to make scientific explorations of geological and horticultural resources of this region. In addition, they were also to determine an access route wide enough for covered wagons and supply trains of future immigrants coming through this region. They traveled in civilian attire to avoid alarming the local Indians and especially the Spanish-Mexican settlers who had large haciendas (ranches) throughout this region. The Rancheros (ranchers) were very protective of their lands and would have been concerned seeing U.S. military uniformed personnel surveying "their" property. Captain Fremont's surveying expedition traveled quickly to minimize detection and only indicated on his map the most direct routes, easiest access paths and water resources. They spent a short time at Agua de Tomoso (Bitter Springs) and noted it on their map.

Note: Fremont did not know that Father Francisco Garces had named the spring for one of the guides, but merely noted what was related to him verbally as the name for this site on his map as Agua de Tomoso (Bitter Springs). He also wrote the name Mohahva (Mojave) River as it was pronounced to him.

Captain Fremont would have Carson's men stretch out the 66-foot chain and hold the rod (16' 6" tall wooden pole) while he noted the angle, degree and distance on his map. Carson would mark that length by placing a metal pin into the ground. After logging his findings on the map, the men would pull up the back pin from the last point and re-stretch the chain 66 feet. They would repeat this pinning and re-stretching 80 times to equal 1 mile. This was called "chaining".

Rod & Chaining:

5,280 feet = 1 mile

One rod was 16' 6" tall, laid down for measuring: 320 rods = 1 mile

The chain is 66' long: 80 chain lengths = 1 mile

MORMON BATTALION

(Bitter Springs (Aqua de Thomoso), April 1848)

The Mormon Battalion left Council Bluffs, Iowa to fight in the Mexican War. Their first stop was Fort Leavenworth, Kansas to be outfitted with some military equipment. From there they marched 2,000 miles to San Diego, California. They arrived just as the war was ending and had moved back into Mexico. Being no longer a direct threat to the United States the Mormon soldiers were discharged in July 1847 in San Diego and began traveling to their new homes in Salt Lake City, Utah. A small group commanded by Captain Daniel C. Davis re-enlisted for 8 months. The newly formed Mormon Volunteers were responsible for patrolling Ciudad (City) de los Angeles, San Diego, San Luis Rey Mission, and the surrounding areas. They were to protect the citizens from Indians and Mexican raids until both governments could sign a treaty.

By 1848 approximately 35 Mormon soldiers headed to Salt Lake City, Utah accompanied by Captain Davis, his wife Susan, and her son Daniel. They made camp at Bitter Springs (Aqua de Tomoso) in April 1848. Jefferson Hunt, a member of the party and a former Captain in the Mormon Battalion, named this spring "Bitter Spring" because of the alkali in the water that gave it the bitter taste. He noted the name on his map and the name remains today.

The importance of the Mormon Volunteers passing through this region is that they were the first U.S. military forces on what is known today as Fort Irwin. Captain Davis brought the first military covered wagon drawn by mules into this area along with the first military flag "Mormon Batalion" (note spelling). The Native Americans had never seen a "white" woman or boy before and their strange clothing. They keep their distance.

The Mormon Battalion is unique because it represents the only U.S. Military Battalion to have been raised based solely on religion. The flag has five orange bars representing the 5-infantry companies and 28 stars representing each state in the Union as of 1846. The migration of Mormons to and from Salt Lake City through San Bernardino to San Diego re-established the Old Spanish Trail from Santa Fe to Pueblo de los Angeles in part by developing a branch trail that quickly became known as the Mormon Trail.

CAMEL EXPEDITION 1857-8

The Secretary of War, Jefferson Davis, wanted to test the use of camels as desert transportation for military equipment and supplies vs. horses and mules. He assisted in acquiring \$30,000 for an expedition to go to Egypt and bring back 70 camels for the test trek. The camels fared the sea crossing well and arrived at Indianola, Texas on 14 May 1856.

Navy Lieutenant Edward F. Beale was tasked to conduct a survey for a wagon/camel route from Fort Defiance, New Mexico Territory (today's north-eastern Arizona) to the Colorado River and from Fort Mohave (western Arizona) along the 35th Parallel to Fort Tejon, California. He was also to test the fitness and service of the camels for the Army as a replacement of the horses and mules in the desert.

Lt. Beale began with 70 camels and 150 sheep. Most of the soldiers rode their horses and used the camels for transports. They did not believe that camels would be as reliable as horses. The sheep were for fresh meat so that the soldiers would not need to lose time hunting.

Try to picture what it must have been like for the Native Americans who had not seen many white men and now here is an olive-brown Arab in traditional clothing, speaking a language that none could seem to understand. Along with a strange looking "desert devils": dromedary (one hump) camels used for riding; bactrain (two humps) camels for carrying the cargo; and Mexican woolly sheep. This must have been a sight to behold.

The Camel Expedition officially did not set foot directly on today's Fort Irwin. Lt. Beale and Hi-Jolly (Hadji Ali), the camel driver, rode horses to Bitter Springs as a potential route leading into other parts of the desert. They did determine that the water was too bitter for animals and man alike.

Lt. Beale sent five men on horseback out to find water. When they did not return, he sent Hi-Jolly on his camel to locate them. Hi-Jolly saw the five men being attacked by a band of (Indians) Native Americans. Once Hi-Jolly

realized he did not have time to go for help, he drew his Scimitar an Arabian sword and charged them yelling "Bismiallah" (God is Great) with his great cap flapping in the wind. The (Indians) Native Americans had never seen a camel or such a rider and fled in a state of terror. They said that they saw a "desert demon flying out of the sky".

After reaching Fort Tejon, Lt. Beale decided that the camels' performance far exceeded that of the horses and mules for desert transportation, but were not compatible with soldiers. The camels had a nasty personality, bit, spat and made lots of noise when they walked. These were not the types of things the military would tolerate and the camels were released into the desert.

Comparison: Horses vs. Camels

Could camels swim the Colorado River?

Lt. Beale could not get them to set foot into the water. Hi-Jolly led the oldest male camel to the water's edge for a drink. With little effort, Hi-Jolly led the camel into the water and all 70 crossed without incident. Unfortunately, 8 horses and 14 mules drowned during the crossing.

How did the camels compare in cold weather?

In January, Lt. Beale pitched his camp within a few hundred yards of the summit of the Sierra Nevada mountains. His camels thrived happily and grew fat in two to three feet of snow. During a snowstorm camels were sent to rescue stranded wagons, people and mules. The camels brought the load through ice and snow back to camp. A strong six-mule team was unable to extricate the empty wagons. Yet the camels seemed to pull them out with little effort. The camels were sent back to retrieve the mules, which were freezing to death. The mules were tied up on the sides of the camels and carried out of the snow and mountains.

Would the leathery, hoof less feet of the camel carry them across the stony southwest desert?

The camel has no shuffle in its gait, but lifts its foot perpendicularly from the ground and replaces it without sliding. The camel's coarsely granulated footpad enables it to travel continuously in a region where other beasts could not last a week. They survived in both deserts and snow-bound areas with equal agility.

How often do the camel and the horse need water?

A horse needs 8-12 gallons of water 2-3 times a day in the desert. A camel can go 10-12 days without water. Horses need special foods whereas camels eat almost any desert vegetation. Horses do not perform well under extreme heat or cold. Neither seems to effect camels. Camels gained weight in snow-bound areas because they could eat the available winter vegetation and get water from eating snow.

How much of a load can a camel carry?

A horse can carry 170-250 lbs. and walk 30-40 miles in a day with stops and watering. A camel was tested over several days with increasing load. The camel carried up to 1,256 pounds 40-45 miles in a day at one continuous speed, but needed a day or two rest. But normally they found a 600-800 lbs. load was more acceptable for the camel and could carry it for several days. As in all pack animals, you unload each night and reload the next day.

How do camels compare for riding?

On a special trip away from camp, Lt. Beale rode his camel, Sid, eight miles an hour with "least effort" and traveled twenty-seven miles in three hours. Generally a horse under normal conditions travels 35 miles over an 8 hours period, but would need rest the next day or a shorter trip allowing rest. The dromedary was used for riding and the bactrain carried the cargo.

Why did the camels fail the experiments?

In spite of the fact that they exceeded in most challenges, they scared the horses, mules and all animals in general. The soldiers could bond with a horse, but no one was able to bond with a camel. The camel's bit, spat, made noises when they walked, and had a nasty personality worse than any mule.

1ST DRAGOONS, CO. K Redoubt, 1860-66

In the spring of 1860, Major James H. Carleton led a military campaign against the Pah-Utah Indians of the Mojave River area. On 18 March 1860, Thomas S. Williams and his brother-in-law, Jehu Jackman, who were scouting for a Mormon wagon train from Salt Lake City, were killed in an Indian attack near Bitter Springs. The local ranchers petitioned the government for military protection to keep the Indians away from the watering holes as a form of removing them from this region. Major Carleton and eighty men built a series of redoubts and camps along the Mojave River.

The First Camp Cady was initially built fortified sand and adobe walled structure near the Mojave River. Latter a Second Camp Cady was constructed away from the river edge and a well was used to draw cleaner water, plus it was apparent that a more permanent site was going to be needed. The construction of buildings and a parade field were added. Soda Springs redoubt, first called Hancock redoubt (today called Zzyzx, pronounced: "ziz-eck") and Bitter Springs redoubts, were constructed between 1860-61. The two redoubts were built as overnight camps to protect both soldiers and civilians in case of Indian attack. The Bitter Springs redoubt was built on 19 April 1860 (on what is now part of Fort Irwin). The sand and adobe structure stood approximately 5' and had a 20'-23' inner circle. Around the base of the slopped walls on the inside, were stepping-stones used by soldiers to rise up over the summit of the wall and fire their rifles, then dropping back down for protection during reloading. Inside the redoubt the soldiers would sleep and cook their meals, placing them out of the winds or harms way. Wagon train travelers rested, filled their water barrels and watered their animals, while the soldiers would stand guard. They would return to Camp Cady after the wagon trains departure.

In July 1866, a new mail service was inaugurated connecting San Bernardino, California to Prescott, Arizona over the Mojave Road (formerly the Spanish Trail-Mormon Trail). The Battle of Camp Cady on 29 July 1866 helped convince the Army and the mail contractors that the Mojave Road was not safe and military escorts would be needed for each mail crossing. The Rock Springs redoubt was built ninety miles to the east and additional outposts were established at other springs along the road. These camps and redoubts represent the first permanent U.S. Army presence in this area. Camp Cady remained in service until 1871.

GOLD - SILVER IN THEM THAR' HILLS!"

The early Native Americans that traveled in this region were called, Kawaiisu and they named this large valley floor, Coso Timbisha (Fire-Red Rock) or "Valley of Fire" in the day time and spoke of it being luminous at night under a bright moon reflection across the salt bed.

A lost party, the Bennett, Arcane and Wade families had taken a different route trying to traverse the mountain ranges. The Wade family, traveling behind the others, were the only ones to find their way out of (today's) Death Valley with their wagons intact. The Bennett and Arcane families felt they could not go on after suffering terrible hardships. Two members made their way out on foot and returned with food and supplies to rescuer the others. Actually only one member of the party died from starvation and lack of water and was buried there. Legend has it as the party crested over the rim on

there way out of that forbidden valley, Juliet Brier, a women noted the following in her diary, "Goodbye death valley." (NOTE: From Irving Stones book, *"Men to Match My Mountains"*)

The 1848 California "Gold Rush" began at Sutter's Mill (now Sutter's Fort), which brought massive amounts of immigrants from around the world into California. During one of the 1849 crossings, a member of the Hunt's party noted the rock formations and mineral contents along the way. Gold was found on the northern end of what is today's Fort Irwin and silver shortly thereafter. In addition, copper and turquoise has been discovered in this region.

After the military pulled out of Camp Cady in 1866, there was no significant presence of law enforcement/protection for travelers throughout this region. Most of the wooden and adobe structure of the camp had begun a natural state of deterioration.

(NOTE: Until the spring 1938 when an abnormal amount of rains flooded the entire Southern California region to the extent that Lake Arrowhead Dam had to open flood water gates to release pressure which added to the already in-troubled Mojave region. The entire Camp Cady structures that were still remaining, disappeared in the floodwaters.)

Therefore, law enforcement and protection for miners was under the jurisdiction of the local sheriffs. Several stories about shootings of "claim jumpers" and run-ins with the law heavily influenced the history of this Bitter Springs region. There are old graves and ruins of buildings still baking in the sun as a reminder of the early history out there on Fort Irwin.

As in all mining endeavors, when the veins ran out prospectors began looking for another "Mother Lode" waiting just around the next bend. With mines opening and closing, the miners could only live a very basic lifestyle of tents or one room shacks. Some even dug small caves into the mountainside to get out of the heat of the day or they would often work in the mines during the day and came out during the cool of the night. "Grub runs" into town were often the miners' only contact with other people for long periods. While in town, they would need a "mine watch". This was a person who would guard the site until the miner returned, thus keeping an eye on their property for them. One famous "mine watch" was Louis L'amour, the author, who referred to his time in this region of the desert as a "mine watch" in his novel, Education of a Wandering Man.

In the late 1930's the U.S. Army began to develop the Mojave Anti-Aircraft Range and active mining began to decline. Most mines are privately owned

and some were abandoned. The Army is serving as a caretaker and all mines are restricted areas. Some miners still work the site in-between military training rotations, but most are paid a small stipend to “not work” the mines any longer. The actual reason is considering the amount of demolitions-explosions and earthquakes, etc. the caves/mines are no longer safe.

BORAX AT DEATH VALLEY 1880's

A booming economy flourished as Borax was discovered in and around Death Valley and miners poured into this region hoping for the “mother lode”. Soon, mining related businesses, railroads, and workers began populating the Mojave Desert. New growth within this region developed as tents gave way to building, which grew into small towns. The nearby town of Newberry Springs was first choice for Santa Fe Railroad, when deciding to establish a major crossroads that would bring people and supplies to this region. But the towns people saw a chance to make a profit, raised the prices of property far too high and the Santa Fe Railroad moved over to the sleepy little town that now bears the middle name of William Barstow Strong, the 10th President of the Santa Fe Railroad Company.

FIRST WATER

Water is always an issue of concern in any desert. Bitter Springs could not produce enough nor did the taste meet the needs of the military inspectors. In the winter of 1938 a “Water Specialist” as the military called him, for the true name “Water Witch” with his divining rods could not be called so, for that was considered sacrilegious for he was using mystical methods to locate water from underground, which is where the dwellers of the dark world lived. Yet ask most farmers, who will clearly state this does work and has no religious meaning. So the military officially titled him a “Water Specialist”. He did locate a water source and established the first well on today’s Fort Irwin, with his own equipment for the military escort/inspectors had little to no faith in his abilities. Though successful, it did not produce enough water and more wells were needed. However, good, cool, clear water was available on this military reservation for the first time.

MOJAVE ANTI-AIRCRAFT RANGE 1940

In 1940 President Franklin Delano Roosevelt established the Mojave Anti-Aircraft Range (MAAR), a military reservation of approximately 1000 square miles in the area of which remains present day as Fort Irwin. The purpose of this range was a training ground for the Anti-Aircraft Batteries stationed at Camp Haan, on March Army Air Corps Field in San Bernardino, who

provided air defense against any Japanese attack towards Kaiser Steel Company. They were the major steel-making factory for the San Diego Naval Ship Yards. The new recruits first came out to the MAAR wearing a shoulder patch of a black circle with red letters "AA" for Anti-Aircraft. When they returned to their units, they changed the patch to AAA, Anti-Aircraft-Artillery. The recruits lived in "tent city" and trained on M-1 and M-2, 90mm anti-aircraft guns as well as the 40mm Bofors anti-aircraft guns and the 50 cal. water-cooled anti-aircraft machine guns. The recruits fired against drone aircraft and aircraft-towed targets for in-flight firing. The Army Air Corps flew many training missions and provided training bombs with flour for smoke to indicate explosions.

In 1942 the MAAR was renamed Camp Irwin, in honor of MG George LeRoy Irwin from the 57th Field Artillery Brigade during World War I. Two years later Camp Irwin was deactivated and placed on surplus status.

(NOTE: The military term "Camp" identifies that site as temporary and the use of "Fort" designates permanent installation.)

Rocket Testing at Gold Stone 14 July 1943

The U.S. lagged far behind the enemy, Germany, in weapons technology at the start of WWII. The Navy worked with California Technical College (CalTech) to develop forward firing rockets. The CalTech scientists needed plenty of open, uninhabited space to conduct rocket testing. The Navy used Camp Haan's Sub-Post, Camp Irwin and its adjacent abandon mining town of Gold Stone as a top-secret site for the test firing of their prototype rocket engines.

It was well known that in Europe, the German Air Force "Luftwaffe" had plane-to-plane rockets in operational use. The concern was that the Germans might also be well along the way with a proximity fuse. The combination of rockets and proximity fuses would pose a serious threat to the Allied air offensive.

The day of the first air launch of a forward-fired rocket was a big day for the West Coast rocketeers. This meant firing while flying level or in a dive. Since the CalTech rocket had not been checked for reliability, the first air tests were made with one British Rocket "Test One" on each wing of a TBF-1 "Avenger" aircraft. (NOTE: The British had captured German rockets and through disassembling, they were able to understand the design and make improvements not only in size, speed and shape, but release mechanism which them a more efficient system. The overall length of these rockets was 61

inches and its weight was 140 pounds. The rockets reached a velocity of 1,175 feet per second. The "Test Two" models were eventually developed; they had a base fuse and a semi-armor piercing head. The other had both base and nose fuses.

The testing was so successful that Dr. Renard of CalTech said, " . . . if we hit anything with that, we're going to blow it up. The Germans didn't have the firepower. With the forward-firing rocket we saw firepower. This baby - wham - every time - and they were exciting to see. Now we have a lead."

ARMORED COMBAT TRAINING AREA 1951

Camp Irwin reopened its gates in 1951 as the Armored Combat Training Area. The camp served as a training center for combat units during the Korean War. Regimental tank companies of the 43d Infantry Division from Camp Pickett, Virginia were the first to train at this new facility. Armor units continued to train here throughout the Korean War. Even the 11th Armored Cavalry Regiment came out for training in 1958.

RENAMED FORT IRWIN January 1961

Camp Irwin was designated a permanent installation on 1 August 1961 and renamed Fort Irwin. (NOTE: A Camp means temporary where as a Fort is considered permanent location). During the Vietnam buildup many units, primarily artillery and engineer, trained and deployed from Fort Irwin.

In January 1971 the Post was deactivated again and placed in maintenance status under the control of Fort MacArthur (Los Angeles Harbor), California. The California National Guard assumed full responsibility for the Post in 1972. From 1972 to 1979 Fort Irwin was used primarily as a training area by National Guard and Reserve units.

On 9 August 1979 the Department of the Army announced that Fort Irwin had been selected as the site for the National Training Center (NTC). With over 1000 square miles for maneuvering and live fire ranges, uncluttered electromagnetic spectrum, a restricted military airspace, and its isolation gave Fort Irwin an ideal site for the new mission of a NTC. The NTC was officially activated 16 October 1980 and Fort Irwin returned to active status on 1 July 1981.

Since its activation, the NTC has witnessed many firsts. The first unit to train against the newly established Opposing Force (OPFOR) was from 1st

Brigade, 1st Infantry Division in January 1982. Infantry and engineer units first augmented the OPFOR in 1984. June 1984 saw the first use of M1 Abrams tanks and M2 Bradley fighting vehicles on the NTC battlefields. The first armored cavalry squadron rotation occurred in November 1984. Units from the 101st Airborne Division participated in the first light force rotation in March 1985. The first urban terrain mission was conducted at the NTC Pioneer Training Facility in December 1993.

The NTC and Fort Irwin continue to serve as the Army's premier training center. Officials from many countries have visited the NTC and use it as a model to build their own training centers. As in the past, Fort Irwin pits soldiers against a harsh environment, but now adds a determined and formidable OPFOR.

As during World War II, Korea, Vietnam, Desert Storm and Iraqi Freedom, the National Training Center at Fort Irwin, California has continued to receive comments like “the training was harder at the NTC, then in Iraq”, which serve as testimony to the intensity of the “World-Class Training for the Worlds Best Army.” The Operations Group, (OPS Group) sets the stage as the monitors of the battle scenarios and provides “Lessons Learned” back to the units, so that they in turn will learn and grow in a safe environment before going into a hostile zone. The OPS Group trains each rotation, so they can fight and win on the world's battlefields.

The remaining text is still under development.



NATIONAL TRAINING CENTER **COMMANDERS** **AND COMMAND SERGEANT MAJORS**

1st BG James T. Bramlett
1st CSM Thomas M. Shumaker

Oct. 1980-July 1982
Oct 1980-July 1982

2nd BG Thomas F. Cole
2nd CSM Jimmie Johnson

July 1982-June 1984
Aug 1982-Nov 1984

3rd BG Edwin S. Leland, Jr.
2nd CSM Jimmie Johnson
3rd CSM Robert R. Poole

June 1984-June 1986
Aug 1982-Nov 1984
Nov 1984-June 1986

4th BG Horace G. Taylor
4th CSM Herman R. Wheeler
5th CSM James D. Randolph

July 1986-Sept 1988
July 1986-Sept 1987
Oct 1987-Sept 1988

5 th BG Paul E. Funk	Sept 1988-Oct 1989
5 th CSM James D. Randolph	Oct 1987-June 1989
6 th CSM Jerry T. Alley	July 1989-Oct 1989
6 th BG Wesley K. Clark	Oct 1989-Sept 1991
6 th CSM Jerry T. Alley	July 1989-July 1991
7 th CSM Robert Windham	July 1991-Sept 1991
7 th BG William G. Carter, III	Sept 1991-June 1993
7 th CSM Robert Windham	July 1991-June 1993
8 th BG Robert S. Coffey	June 1993-April 1994
7 th CSM Robert Windham	July 1991-Aug 1993
8 th CSM Jimmie G. Bowles	Aug 1993-April 1994
9 th BG Leon J. LaPorte	April 1994-June 1995
8 th CSM Jimmie G. Bowles	Aug 1993-June 1995
10 th BG William S. Wallace	June 1995-June 1997
8 th CSM Jimmie G. Bowles	Aug 1993-Sep 1996
9 th CSM Steven A. Mohror	Oct 1996 – June 1997
11 th BG Dean W. Cash	June 1997-Oct 1998
9 th CSM Steven A. Mohror	Oct 1996-Oct 1998
12 th BG William G. Webster	Nov 1998-June 2000
9 th CSM Steven A. Mohror	Oct 1997-June 2000
13 th BG James D. Thurman	June 2000-Aug. 2002
9 th CSM Steven A. Mohror	June 2000-July 2001
10 th CSM Terrance D. McWilliams	July 2001- Sept 2002
14 th MG Joseph F. Fil, Jr.	Aug- 2002 – 13 Sept. 2004
CSM Steven R. Flood (Acting)	Sept. 2002 – Mar. 2003
11 th CSM Kim D. Boyink	Mar. 2003 – Present
15 th BG Robert W. Cone	13 Sept. 2004-Present
11 th CSM Kim D. Boyink	Mar. 2003-Present